

## A Letter from County Executive Ron Sims

The start of construction on the Denny Way/Lake Union CSO Control Project is a proud moment for me. One of the highest priorities of my administration has always been environmental protection. When completed, this CSO Control Project will offer a higher level of water quality protection than we've ever seen for both Elliott Bay and Lake Union.

It has taken years of hard work to analyze, plan for, and design this project, and I'm so pleased that all of this work is starting to pay off. Words of thanks go not only to the staff at the Department of Natural Resources, but also to County Councilmember Larry Phillips. His support for this, and numerous other environmental protection efforts, has been long and unwavering.

The best news is that the Denny Way CSO Project is only the first in a long line of water quality projects that are due to be built by King County over the next decade. "Smart growth," one of the guiding parameters of my administration, means that we anticipate, and implement, regional actions that will protect our environment even as our population expands. Our quality of life depends on a healthy environment, and I'm doing everything I can to ensure that it remains healthy for decades to come.



## A Letter from County Councilman Larry Phillips

As a youngster growing up in Seattle, I remember the days we could not swim in Lake Washington. Sewage was being pumped into the lake, causing significant pollution in the water. Eventually, people said "no," and worked hard to clean up Lake Washington and to protect our Pacific Northwest waterways from the perils of sewage overflows and runoff. Our region now stands as the country's leader in environmental protection and economic progress.

King County is continuing the region's environmental legacy of protecting its waters from pollution by moving forward with the Denny Way CSO Project. When the project is completed, the County will have reduced sewage overflows into Lake Union and Elliott Bay by 98%. The number of overflows caused by heavy rains will be reduced from about 50 spills annually to maybe one per year. The Denny Way CSO Project represents the County's continuing commitment to protecting our water quality for fishing, swimming, boating, and commerce.

We understand some residents and commuters may experience some disruptions during the project construction period, but we will work to keep disruptive activities to a minimum.

Thank you for your understanding and continued support in protecting our Pacific Northwest environment and water quality for generations to come.



# Starting this summer *you may notice...*

## ...at 545 Elliott Avenue West

The west portal for the Mercer Street Tunnel is located at the site of the CSO Control Facility. This is the spot where the tunnel boring machine is put into the ground. The portal structure will eventually become part of the CSO Control Facility. Construction of the CSO Control Facility is scheduled to begin in 2002.

- Equipment will be delivered and the construction site will be set up with fencing, construction trailers, and related facilities, including utility connections for water and power.
- Sheet pile driving will begin in Summer 2000.
- Excavation of the shaft for tunnel construction will begin on the site.

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## How will it Impact Me?

Equipment and construction trailers will be the first signs of construction. Following that, you may hear noise during daytime hours as the sheet piles are driven. Once excavation begins, travelers on Elliott Avenue West may experience some minor delays as construction vehicles enter the site and excavated material is hauled from the site. **Truck traffic will not enter or leave the site during morning and afternoon peak traffic times (6 - 9 a.m. and 3 - 6 p.m.) except as authorized and permitted by Seattle Transportation (SEATRAN).** Because Elliott Avenue West is an arterial and a designated truck route, there may be truck traffic at night in order to remove excavated materials.

## ...at Elliott Bay Park

Elliott Bay Park, a Port of Seattle property, adjoins the north end of Myrtle Edwards Park. The eastern edge of Elliott Bay Park will be used as a vehicle haul

route and a staging area for tunnels running under the railroad tracks from the CSO Control Facility at 545 Elliott Avenue West. The following construction impacts will be apparent in Elliott Bay Park beginning this summer:

- Temporary detours of both the pedestrian and the bike paths.
- A strip along the eastern edge of the park will be cleared, regraded, and fenced. The fenced area will be used for construction access and tunnel construction.

## How will it Impact Me?

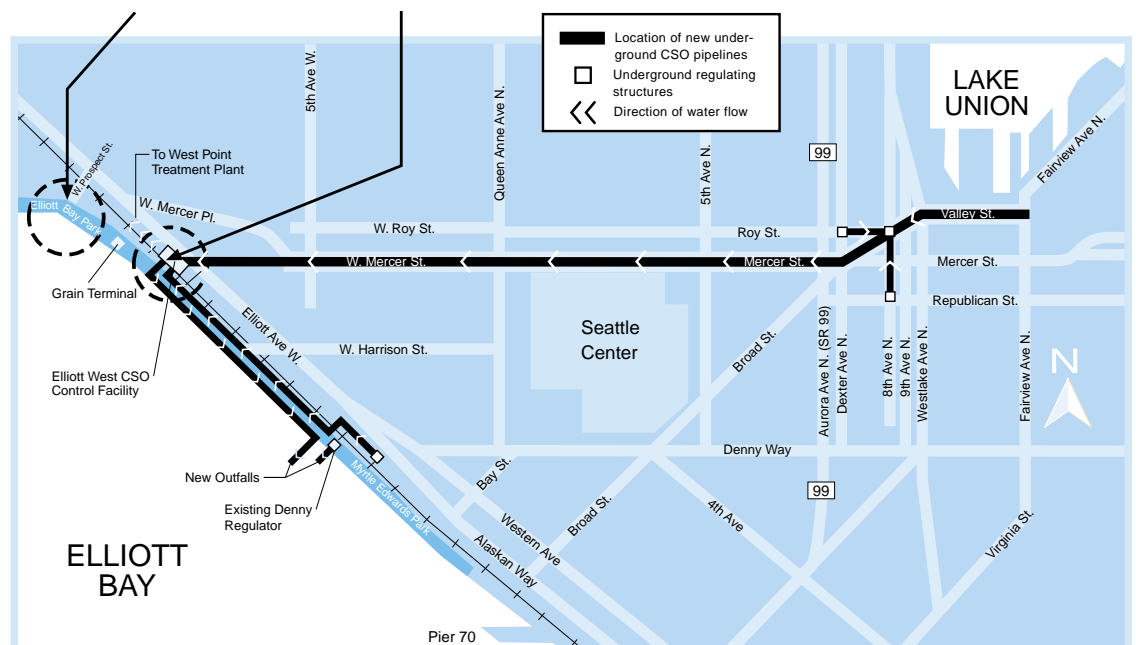
Construction workers and vehicles will be present. Detour signs will redirect pedestrian and bike traffic to accommodate construction. The pedestrian pathway will be widened for dual use. The haul route will be fenced and inaccessible to park users. **The parks will remain accessible to pedestrians and bicycles throughout the entire construction process.**

## Combined Sewer Overflow (CSO) Construction Begins Summer 2000 at:

### Elliott Bay Park & 545 Elliott Avenue West

#### Construction Schedule for South Lake Union still to be Determined

Construction at the east end of the Mercer Street Tunnel— in the South Lake Union area — is tentatively scheduled to begin in late Fall 2000. A public kick-off meeting for South Lake Union will be scheduled prior to the start of construction. Watch for announcements this fall.



# Wondering about *Traffic Noise Dust* During Construction?

## Here's what you can expect:

King County is working with its construction contractors to minimize the construction impacts to the community. In addition to local, state, and federal ordinances and requirements, special requirements have been written into the CSO contracts addressing such issues as noise, traffic, and dust. *King County will monitor compliance!* Some of the contract requirements are listed below. For additional information on requirements and exceptions, please call 206/269-0229.



### Traffic

- Truck traffic to and from the site on Elliott Avenue West will be restricted to non-peak hours except as authorized and permitted by SEATRAN. Peak hours are 6 – 9 a.m. and 3 – 6 p.m.
- Lane closures must receive written approval in advance by SEATRAN.
- Traffic patterns for haul routes shall be restricted to those approved by SEATRAN.
- Contractors must follow the Traffic Plan as submitted to and approved by SEATRAN, and must comply with all City of Seattle and U.S. Department of Transportation requirements, including those for notification of affected neighbors and businesses.

### Noise

- Construction involving noisy operations is restricted to the hours between 7 a.m. and 7 p.m. on weekdays and 9 a.m. and 7 p.m. on weekends.
- Contractors will comply with all local controls, regulations, ordinances, and requirements.

### Dust and Dirt

- Truck tires and undercarriages will be washed and dusty loads will be covered before exiting the site.

# Were you at the Elliott West Kick-off Meeting?

*On June 19, members of the Queen Anne, Magnolia, and Interbay community met with the Denny Way Combined Sewer Overflow (CSO) Project Team at the Elliott West Kick-off Meeting to view the project plans and discuss the construction schedule. Meeting participants had an opportunity to view the final design plans for the Elliott West CSO Control Facility, discuss how construction will affect Myrtle Edwards and Elliott Bay Parks, and voice concerns about traffic interruptions on Elliott Avenue West.*

*At the Kick-off Meeting, your neighbors asked:*

**There are obviously a lot of construction projects simultaneously taking place along the Elliott Avenue West corridor. Are you coordinating at all with these other projects?**

We agree that life has gotten rather busy along the Interbay corridor. King County has been working consistently with current and future Interbay neighbors – both private and public - along our stretch of the corridor to minimize construction disruption. We will continue to communicate with these agencies and developers throughout construction of the CSO Project.

**Will the tunnel or the CSO Control Facility emit odors?**

We do not expect odor to be an issue either as a result of tunnel air, operations at the CSO Control Facility, or use of the outfalls at Myrtle Edwards Park. Air scrubbers at both the east and west ends of the tunnel will clean the air coming from the empty tunnel. As the tunnel fills during rainfall, odor scrub-

bers will treat the displaced air as it exits. State-of-the-art odor mitigation systems at the CSO Control Facility will purify the air coming from the building, and the new outfalls at Myrtle Edwards Park are submerged below the water level.

**545 Elliott Avenue West is a large piece of property. How much of it will be taken up by the CSO Control Facility, and what will happen on the remaining part of the property?**

The northern half of the property will be used by the CSO Control Facility and its associated driveways, parking lot and landscaped area. During construction, the entire property will be used for construction and staging, including office trailers and construction worker parking. At the completion of project construction, the entire site will be regraded so that it is level with the street.

**Do you anticipate that tunneling under Mercer Street will result in any settlement issues or impacts to traffic?**

Given the depth of the tunnel and the fact that the tunneling area has dense and firm soils, we do not anticipate any settlement problems to either buildings or pavement. However, we will be monitoring regularly throughout the tunneling process. The Mercer Street Tunnel will not cause traffic impacts as the tunnel will be dug using a tunnel boring machine rather than cut and cover construction methods.

**Will the Mercer Street Tunnel interfere with possible future plans for rapid transit on Queen Anne?**

Given the depth of the Mercer Street Tunnel, there will be no interference with current or future traffic plans for the area.



# Working Together on Elliott Avenue West

As you may have noticed – life has gotten exciting on Elliott Avenue West. Seems like new construction projects are sprouting up overnight. The Denny Way Combined Sewer Overflow (CSO) Project Team knows that living, working, or simply driving around a construction zone can present challenges of patience and fortitude.

## ***We intend to do our part to make those challenges as few as possible by:***

- *Continuing to coordinate* with our current and future Interbay neighbors such as Immunex, the Galer Street Flyover project, the Garfield Street Slide Repair project and the other public and private developers working along our stretch of the corridor.
- *Operating as efficiently as possible* to minimize the time of disruption.
- *Working closely with Seattle Transportation (SEATRA)* to help keep the roads open and traffic flowing smoothly.
- *Keeping you informed* with timely newsletters and fact sheets, project updates in the *Queen Anne/Magnolia News* and local media, regular website updates at [www.dnr.metrokc.gov/wtd](http://www.dnr.metrokc.gov/wtd), presentations at your community meetings, signs and bulletins posted in

Myrtle Edwards and Elliott Bay Parks and at the 545 Elliott Ave West site.

- *Giving you a number to call and a person to talk to* when you have a problem or a question about the construction.
- *Ensuring that the CSO construction contractors adhere to permit requirements* for mitigation, including traffic, noise, and work hours.

## **Who do I contact with... Questions? Comments? A problem with construction?**

### **Community Liaison**

Kate Boris-Brown  
Norton-Arnold & Janeway  
206/269-0229

### **Internet address**

[www.dnr.metrokc.gov/wtd](http://www.dnr.metrokc.gov/wtd)

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